

through 709, L944738 through 740, L944742 through 744, L944769, L944772, and L944774, in accordance with R-R Dart Aero Engines Service Bulletin (SB) No. Da61-12, Revision 2, dated September 1978, as follows:

(a) Remove from service propeller low torque switches that have accumulated 5 or more calendar years time in service (TIS) on the effective date of this AD, within 30 days after the effective date of this AD, and replace with a serviceable part.

(b) Remove from service propeller low torque switches that have accumulated less than 5 calendar years TIS on the effective date of this AD, within 5 calendar years total TIS, or within 30 days after the effective date of this AD, whichever occurs later, and replace with a serviceable part.

(c) Remove from service propeller low torque switches that cannot have their in-service calendar time established within 30 days after the effective date of this AD, and replace with a serviceable part.

(d) Thereafter, remove from service new or overhauled propeller low torque switches at or prior to accumulating 5 calendar years TIS since initial installation on an engine. This limit includes storage or on-shelf time accumulated after initial installation on an engine. Overhaul of the propeller low torque switch zero-times the part.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on September 21, 1995.

James. C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-24438 Filed 9-29-95; 8:45 am]

BILLING CODE 4910-13-U

ACTION: Proposed rule; extension of public comment period.

SUMMARY: This action extends the comment period to the proposed rule published on August 18, 1995 (60 FR 43092), which concerns inspection/maintenance program requirements for on-board diagnostic checks. EPA is extending the comment period to October 13, 1995.

DATES: Written comments on the proposed rule must be received no later than October 13, 1995. A public hearing is not scheduled for this rule.

ADDRESSES: Interested parties may submit written comments (in duplicate if possible) to Public Docket No. A-94-21. It is requested that a duplicate copy be submitted to Eugene J. Tierney at the Office of Mobile Sources, National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Road, Ann Arbor, Michigan 48105. The docket is located at the Air Docket, Room M-1500 (6102), Waterside Mall SW., Washington, DC 20460. The docket may be inspected between 8:30 a.m. and 12 noon and between 1:30 p.m. until 3:30 p.m. on weekdays. A reasonable fee may be charged for copying docket material.

FOR FURTHER INFORMATION CONTACT: Eugene J. Tierney, Office of Mobile Sources, National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Road, Ann Arbor, Michigan, 48105. Telephone (313) 668-4456.

SUPPLEMENTARY INFORMATION:

Background

EPA announced its intent to establish requirements for the inspection of on-board diagnostic systems as part of Inspection/Maintenance (I/M) programs in the proposed rule (NPRM) published on August 18, 1995. The purpose of this NPRM is to propose amendments to those sections of the Inspection/Maintenance Program Requirements in Subpart S, 40 CFR Part 51 (November 5, 1992) that were reserved for OBD requirements and elsewhere, as needed. The proposed revisions include additions and confirming modifications regarding requirements that I/M inspectors check the on-board diagnostic system as part of the overall inspection. This NPRM proposes the minimum requirements for inspecting vehicles equipped with on-board diagnostic systems as part of the inspections required in basic and enhanced Inspection/Maintenance programs.

Dated: September 21, 1995.

Mary Nichols,

Assistant Administrator for Air and Radiation.

[FR Doc. 95-24360 Filed 9-29-95; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 52

[Region II Docket No. 141; NJ21-1-7065b; FRL-5306-7]

Approval and Promulgation of Implementation Plans; The 1990 Base Year Ozone Emissions Inventory for New Jersey

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA proposes to approve revisions to the New Jersey State Implementation Plan (SIP) pertaining to the 1990 base year ozone precursor emission inventory. The inventories were submitted by New Jersey as part of New Jersey's plan to attain the national ambient air quality standard (NAAQS) for ozone in the Atlantic City, New York/Northern New Jersey/Long Island, Philadelphia/ Wilmington/Trenton, and Allentown/Bethlehem/Easton areas of New Jersey. In the final rules section of this Federal Register, EPA is approving the State's emission inventory as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. The EPA will not institute a second comment period on this proposed rule. Any parties interested in commenting on this action should do so at this time.

DATES: Comments must be received in writing on or before November 1, 1995.

ADDRESSES: All comments should be addressed to: William S. Baker, Chief, Air Programs Branch, Environmental Protection Agency, Region II Office, 290 Broadway 20th Floor, New York, New York, 10007-1866.

Copies of the state submittal(s) are available at the following addresses for inspection during normal business hours:

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 51 and 85

[FRL-5305-6]

Inspection/Maintenance Program Requirement—On-Board Diagnostic Checks

AGENCY: Environmental Protection Agency (EPA).

Environmental Protection Agency,
Region II Office, Library 16th Floor,
290 Broadway 20th Floor, New York,
New York 10007-1866.

New Jersey Department of
Environmental Protection, Office of
Air Quality Management, Bureau of
Air Quality Planning, 401 East State
Street, CN418, Trenton, New Jersey
08625.

FOR FURTHER INFORMATION CONTACT:
Demian Ellis, Air Programs Branch,
Environmental Protection Agency, 290
Broadway 20th Floor, New York, New
York 10007-1866, (212) 637-4249.

SUPPLEMENTARY INFORMATION: For
additional information see the direct
final rule which is published in the
rules section of this Federal Register.

Dated: September 18, 1995.

William J. Muszynski,
Deputy Regional Administrator.

[FR Doc. 95-24462 Filed 9-29-95; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 52

[Region II Docket No. 145; NJ16-1-6470,
FRL-5309-3]

Approval and Promulgation of Implementation Plans; Reasonably Available Control Technology for Oxides of Nitrogen for the State of New Jersey

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Notice of proposed rulemaking.

SUMMARY: The EPA proposes approval of
revisions to the State Implementation
Plan (SIP) for ozone submitted by the
State of New Jersey. This portion of the
implementation plan was submitted by
the State to satisfy Clean Air Act (the
Act) requirements for adoption of rules
for the application of reasonably
available control technology (RACT) for
oxides of nitrogen (NO_x) in the entire
State. The Act requires implementation
of NO_x RACT at major stationary
sources of NO_x emissions in the State of
New Jersey by May 31, 1995.

DATES: Comments must be received on
or before November 1, 1995.

ADDRESSES: All comments should be
addressed to: William S. Baker, Chief,
Air Programs Branch, Environmental
Protection Agency, Region II Office, 290
Broadway, Twentieth Floor, New York,
New York 10007-1866.

Copies of the state submittal and other
information are available at the
following addresses for inspection
during normal business hours:

Environmental Protection Agency,
Region II Office, Air Programs Branch,

290 Broadway, Twentieth floor, New
York, New York 10007-1866.

New Jersey Department of
Environmental Protection, Office of Air
Quality Management, Bureau of Air
Quality Planning, 401 East State Street,
CN418, Trenton, New Jersey 08625.

FOR FURTHER INFORMATION CONTACT: Ted
Gardella, Air Programs Branch,
Environmental Protection Agency, 290
Broadway, Twentieth floor, New York,
New York 10007-1866, (212) 637-4249.

SUPPLEMENTARY INFORMATION:

I. Background

The air quality planning requirements
for the reduction of NO_x emissions
through RACT are set out in Section
182(f) of the Act. Section 182(f)
requirements are described by EPA in a
notice, "State Implementation Plans;
Nitrogen Oxides Supplement to the
General Preamble; Clean Air Act
Amendments of 1990 Implementation of
Title I; Proposed Rule," published
November 25, 1992 (57 FR 55620). The
November 25, 1992 notice should be
referred to for detailed information on
the NO_x requirements. Additional
guidance memoranda which have been
released subsequent to the NO_x
Supplement should also be referred to.

The EPA has defined RACT as the
lowest emission limitation that a
particular source is capable of meeting
by the application of control technology
that is reasonably available considering
technological and economic feasibility
(44 FR 53762; September 17, 1979).

Section 182(f) of the Act requires
states within moderate or above ozone
nonattainment areas or the ozone
transport region to apply the same
requirements to major stationary sources
of NO_x ("major" as defined in Section
302 and Section 182(c), (d), and (e)) as
are applied to major stationary sources
of volatile organic compounds (VOCs).
For more information on what
constitutes a major source, see Section
2 of the NO_x Supplement to the General
Preamble.

Section 182(b)(2) requires submittal of
RACT rules for major stationary sources
of VOC emissions (not covered by a pre-
enactment control technique guidelines
(CTG) document or a post-enactment
CTG document) by November 15, 1992.
There were no NO_x CTGs issued before
enactment and EPA has not issued a
CTG document for any NO_x sources
since enactment. States, in their RACT
rules, are expected to require final
installation of the actual NO_x controls
by May 31, 1995 from those sources for
which installation by that date is
practicable.

States within the Northeast ozone
transport region established by section
184(a) should have revised their SIPs to
include the RACT measures by
November 15, 1992. Because states in a
transport region are generally subject to
at least the moderate area requirements,
EPA believes that the schedule for
implementing these RACT rules in the
ozone transport region should be
consistent with the requirements of
Section 182(b)(2) and will be expected
to require final installation of the actual
NO_x controls by May 31, 1995 on those
sources for which installation by that
date is practicable. Based on Section
182(f), New Jersey is required to apply
the NO_x RACT requirements Statewide.

II. State Submittal

On November 15, 1993 New Jersey
submitted to EPA as a revision to the
SIP, Subchapter 19, "Control and
Prohibition of Air Pollution From
Oxides of Nitrogen" of Chapter 27, Title
7 of the New Jersey Administrative Code
with an effective date of December 20,
1993. Subchapter 19 contains the NO_x
RACT requirements for the State. New
Jersey held public hearings on
Subchapter 19 in March 1993 and it was
adopted on November 15, 1993. EPA
reviewed the plan to determine
completeness in accordance with
criteria set out at 40 CFR 51. The
submittal was found to be
administratively and technically
complete, and a letter dated December
29, 1993 was forwarded to the
Commissioner indicating the
completeness of the submittal and the
next steps to be taken in the review
process.

It is important to note that New Jersey
is a member of the Northeast States for
Coordinated Air Use Management
(Nescaum) and the Ozone Transport
Commission (OTC), which seek to
develop a consistent NO_x reduction
strategy for ozone attainment in the
Northeast. New Jersey's NO_x RACT plan
is consistent with the recommendations
of these groups, which are generally
more stringent than EPA requirements.

For a more detailed discussion of New
Jersey's submittal and EPA's proposed
action on the submittal, the reader
should refer to the Technical Support
Document developed as part of this
proposed action and found at the
previously mentioned addresses.